

LEGEND

- CTE Rocktile Antracite 300x300  
Colour - Grey
- Concrete footpath. Colour - Charcoal Grey
- Concrete crossover. Colour - Light Grey
- Brickmakers Grandpave 60. 330x330mm. Colour-Grey
- Stepper - Brickmakers Grandpave 60. 330x330mm.  
Colour-Grey
- Stone Tiles - Meteorstone  
Kimberley Black Granite 100x100  
Colour - Dark Grey
- Grated Drain
- Pier
- Fire Hydrant
- Telstra
- Water
- WC Sewer Main
- Power

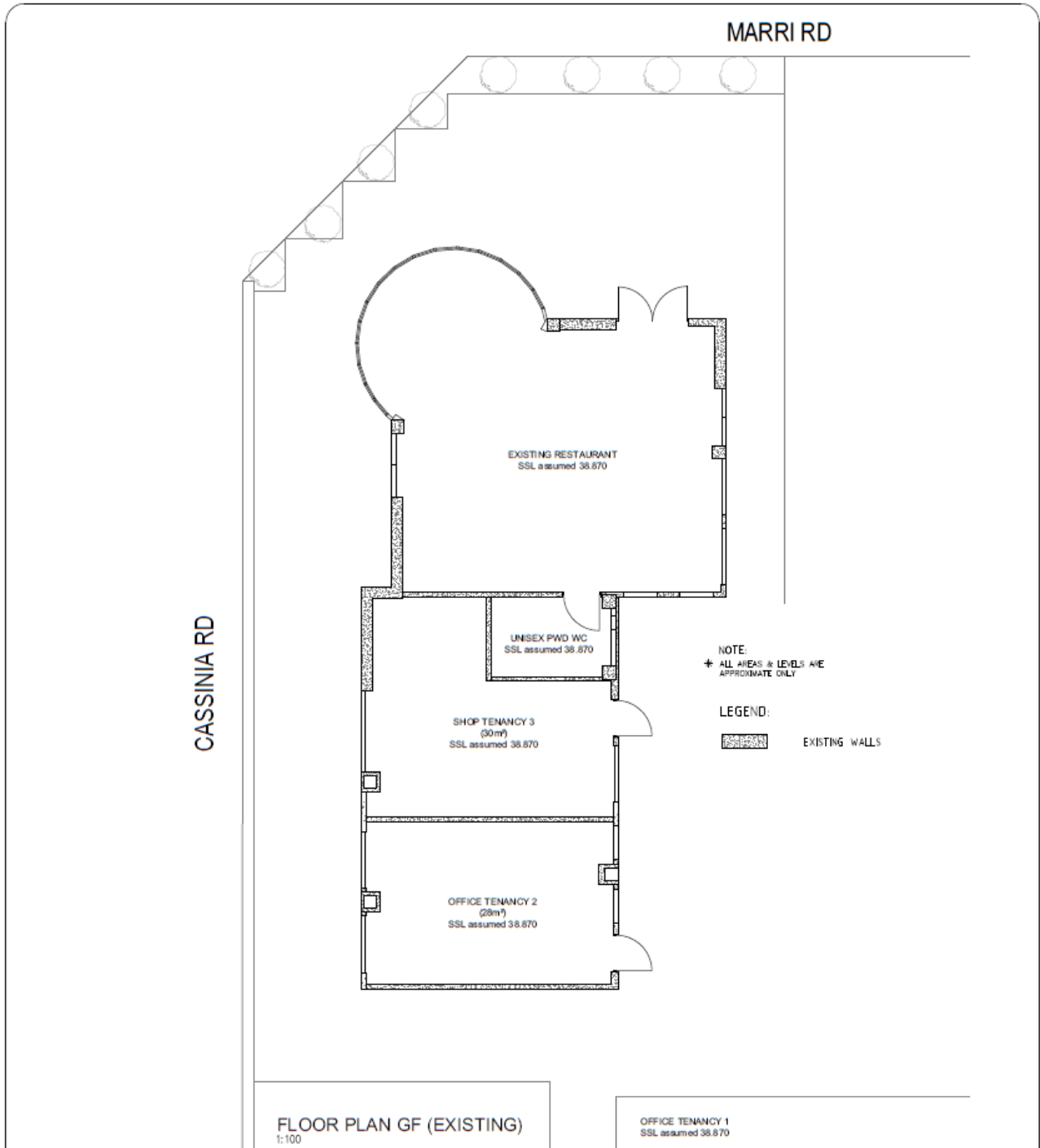
Notes:

- General -
    - All measurements and levels to be confirmed on site prior to commencement of works.
    - Contractor to check for services prior to commencement of construction.
    - All construction to comply with relevant Australian Standards and Council bylaws.
  - Weeds and rubble - all weeds and rubble are to be removed from all garden beds and lawn areas.
  - Street trees - to be planted as per tree planting detail.
  - Tree stakes and ties - as per tree planting detail.
  - Climbing Frames - for SHc. ARC Standard Galvanised Weldmesh sheets to be attached to retaining walls. Sheet size 3000 x 2400mm. Aperture size 100 x 100mm. Wire diameter 5mm.
  - Mowing strip - Brickmakers Grandpave 60 pavers laid on concrete footing to prevent lateral movement of the pavers.
  - Planters - to be watered via self-watering tanks. Planting media to be supplied as specified by the self-watering tanks manufacturer. Allowance to be made for drainage.
  - Pebbles - planters to be mulched with 30-50mm Iceberg White pebbles to a depth of 75mm.
  - Seating - boxed benches to be constructed with Trex Pebble Grey composite timber. Galvanised steel frame.
  - Garden Beds - a 150mm layer of Soil Conditioner to be spread on all garden beds and incorporated into existing soil. Soil conditioner should comply with Australian Standard 4419 eg Amazon Metro Soil Conditioner. Finished soil level in garden beds to be 100mm below paving and kerb levels to allow for mulch application.
  - Fertiliser - All plants to be fertilised with Osmocote Plus Trace Elements - Total All Purpose as per the manufacturer's recommended rates for the size of the plant.
  - Mulch - All planting beds to be mulched with organic mulch to a depth of 75mm. Mulch should comply with Australian Standard 4454. Eg Amazon Sandgroper Mulch. Ensure that mulch is clear of trunks and stems.
  - Wetting agent - All street trees, lawns and garden areas to be treated with wetting agent as per the manufacturer's recommended rates at the time of planting.
  - Lawn - Apply a 150mm layer of Soil Conditioner and incorporate into existing soil. Soil conditioner should comply with Australian Standard 4419 eg Amazon Metro Soil Conditioner. Treat with wetting agent. Leave for two weeks for new weeds germinate before eradicating them. Apply lawn starter fertiliser. Lay rollon Sir Water Buffalo turf to best practice standard.
  - Reticulation - Fully automatic reticulation to all trees, lawns and garden beds from mains water. Irrigation design to comply with City of Joondalup Guidelines. Irrigation to be installed as per the approved design and specifications. As is drawings to be supplied to the building owner and the City of Joondalup.
  - Plant selection - All reasonable care has been taken with the selection of trees and plants however no responsibility is taken for future unforeseen events that may occur due to their selection.
  - Plant images - in the plant schedule are a guide only to the type of plants selected.
1. Plant substitutions - are to be approved initially by Hidocote Landscapes and then by the City of Joondalup.

Project	LITTLE H CAFE 34 MARRI ROAD, DUNCRAIG			Designed		<div>Donald Veal Consultants 6 Burgess Street Midland WA 6056 Telephone +61 8 9274 7076 Facsimile +61 8 9274 4854</div> <div><div>DVC</div><div>DONALD VEAL CONSULTANTS</div></div>				
				Drawn	GTT					4.10.2018
Title	ON ROAD PARKING CASSINA ROAD			Checked	SY	4.10.2018				
Client				Approved						
	Scale	NTS AT A3								
				Project Number	Drawing File Name	Drawing Number	Revision			
			Z632	DVC-Z632	SK1					







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34 MARRI ROAD  
DUNCRAIG

Drawing  
02 EX. FLOOR PLAN

Scale  
1:100

Date  
14/12/17

Drawn  
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Sheet  
2 OF 3

ISSUED FOR APPROVAL  
REV A 14/12/17

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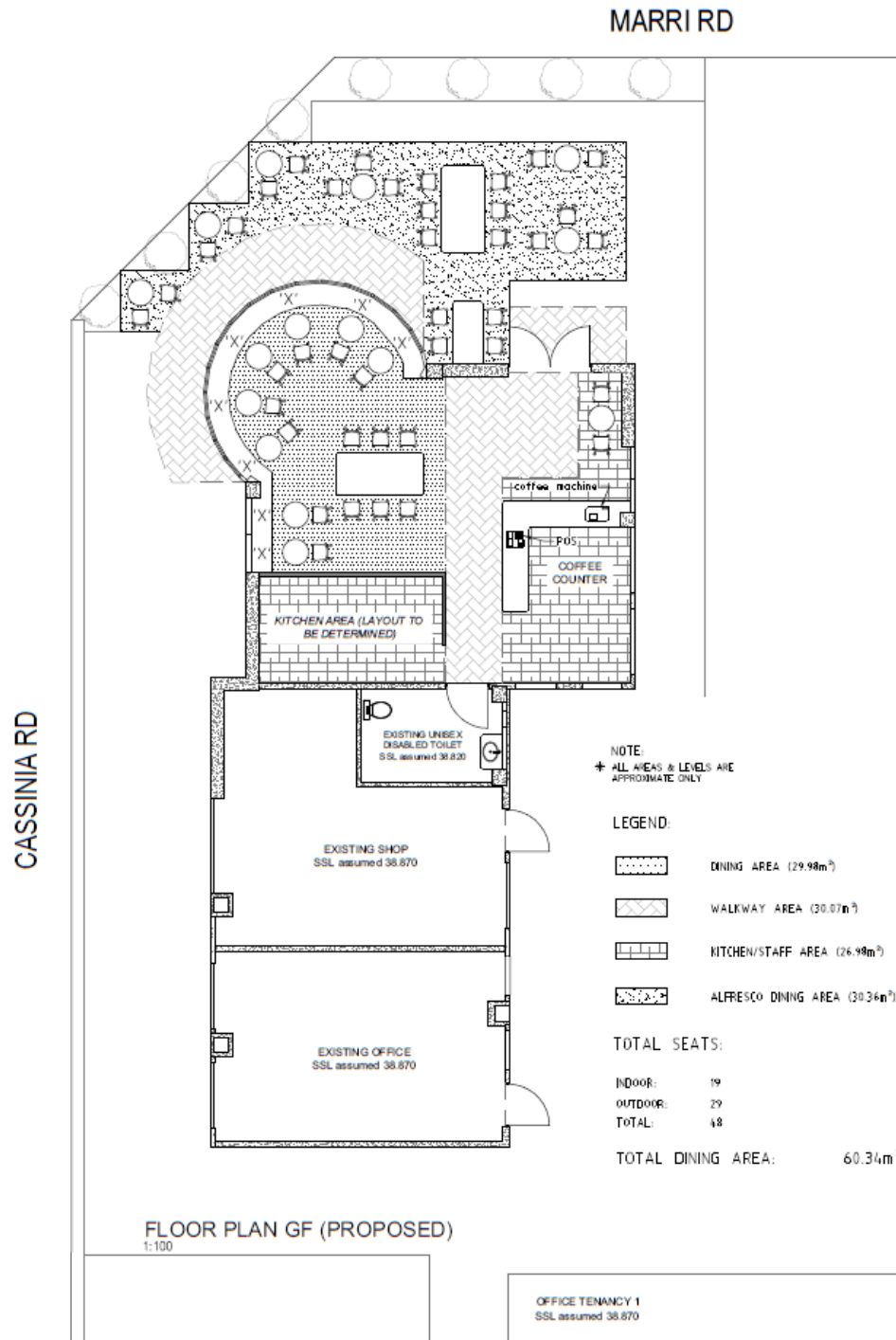
Project

Drawing No.  
02

Revision  
A

# DEVELOPMENT PLANS

## ATTACHMENT 2



ON POINT Drafting & Design

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Client  
JOHANN FOURIE

34 MARRI ROAD  
DUNCRAIG

Drawing  
03 PROPOSED FLOOR PLAN Scale  
1:100

Date 14/12/17 Drawn DM Sheet 3 OF 3

ISSUED FOR APPROVAL  
REV A 14/12/17



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Project Drawing No. Revision  
03 A



October 2018

Final Rev 1

34 Marri Road - Little H Restaurant

Prepared For:  
Dynamic Planning and  
Developments

Transport Impact Statement  
Report



## DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	05/09/2018	Draft Report	CHS	DNV	DNV
1	0	10/09/2018	Final	CHS/LMV	DNV	DNV
1	1	04/10/2018	Final Rev 1	CHS/SY	SY	SY

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Donald Veal Consultants Pty Ltd

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# **1. INTRODUCTION**

## **1.1 BACKGROUND**

Dynamic Planning and Developments has commissioned Donald Veal Consultants to prepare this Transport Impact Statement report to support its development application for alfresco dining at the Little H Café and Restaurant on Marri Road in Duncraig, Joondalup.

The proposed development allows the use of the current forecourt of the café to be used for alfresco activities. Indeed, alfresco activities are already very popular at the café and the application seeks to legitimise these activities by clarifying parking queries raised by the City of Joondalup.

## **1.2 SCOPE OF THIS REPORT**

The scope of this report is to provide a Transport Impact Statement based on the Western Australian Planning Commission's (WAPC) Transport Impact Assessment Guidelines. The changes to the existing sites are considered minor and therefore only require a transport statement to document the impact of changes to the parking requirement.

For completeness some background information is provided on the traffic volumes on the surrounding road network and relevant crash data.

## **1.3 CITY OF JOONDALUP ALFRESCO ACTIVITIES POLICY**

The City of Joondalup has an Alfresco Activities Policy that provides a consistent and coordinated approach to the approval and management of such activities on City-owned or City-managed land (June 1999 updated March 2012). In this case the land is in private ownership however, the policy requirements are worth noting. The City views alfresco activity as an extension of an existing premises, already operating within the adjacent building, which is indeed the case being considered. The policy states 'The City encourages alfresco activities within its district as a means of increasing vibrancy and choice for residents and visitors'.

We note that there is no requirement in the policy to provide additional parking as a result of alfresco activity. This application is essentially for alfresco dining as referred to in the City's policy. The only difference is that the alfresco dining is within the lot boundary rather than within the verge or on land managed by the City.



## 2. EXISTING SITE CONDITIONS

### 2.1 LOCATION

The site is situated at the corner of Marri Road and Cassinia Road in Duncraig as shown in **Figure 2.1**. To the west of the site, Marri Road intersects with Marmion Avenue and to the east it connects with Lilburne Road. The site is part of a recent, small, 2 storey, mixed use development adjacent to a local IGA shopping centre wholly within the residential area of Duncraig. The site is close to the Duncraig Primary School and to Marri Reserve open space. **Photo 1** shows the scale of the current development.



Figure 2.1: Site Location

Source: Nearmap 17<sup>th</sup> June 2018



Photo 1: 34 Marri Road, Duncraig

## **2.2 CURRENT LAND USES**

The site at 34 Marri Road has two floors of residential units with commercial units occupying the ground floor. Currently the Little H Café and a Travel Agency are the only occupied commercial units on the ground floor. On the ground floor are also 13 car parking bays, one of which is an ACROD bay. Seven of the bays are marked for Café use, one is marked for the use of Unit 21A, two are marked for the use of Unit 21B, and one bay each is marked for the use of Units 22 and 23.

There is secure basement parking area with gated access off Cassinia Road which DVC understands is for the exclusive use of the residential units.

## **2.3 ADJACENT ROAD NETWORK**

The road network adjacent to the site consists of Marri Road, Cassinia Road and Roche Road to the south of the site although not immediately adjacent to it. Marri Road provides a link between Lilburne Road to the East and Marmion Avenue to the west. Cassinia Road links between Marri Road and Roche Road which in turn links to Warwick Road to the south.

Marri Road is a single carriageway road and is classified as a Local Distributor in MRWA's functional road hierarchy, and has a posted speed limit of 50 km/h. School speed restrictions (40km/h) are in place on Marri Road adjacent to Duncraig Primary School to the east of the IGA shopping centre.

Based on traffic counts provided by the City of Joondalup, Marri Road carries about 2,250 vehicles per day (vpd) on an average weekday with similar volumes on weekends.

Traffic counts were not available for Cassinia Road.

## **2.4 CRASH HISTORY**

A search of the MRWA CARS database showed only three crashes between Cassinia Road and Glenn Place (to the east). All were midblock crashes i.e. not at the intersection of Cassinia Road and Marri Road. One crash required medical treatment, and one crash each resulted in Minor or Major Physical Damage Only.

## **2.5 PLANNED CHANGES TO THE ROAD NETWORK**

There are no known imminent changes planned for the road network in this vicinity.



### 3. PROPOSED DEVELOPMENT

#### 3.1 GENERAL

The current Little H Café is currently approved to use 40m<sup>2</sup> for café seating. The Café is now seeking approval to use a further 20.34m<sup>2</sup> of the alfresco area immediately to the front of the café. This will be contained wholly within the property and it is not proposed that the activities spread to the adjoining council verge on Marri or Cassinia Road.

As noted the café currently uses the alfresco area as shown in **Photos 2** and **3**. It is a popular community space, both as a place to meet and dine, but also for takeaway coffee and food. DVC observed a range of users including families, friends, business men and women, cyclists and dog walkers. The café operators also provide some temporary seating and dog water bowls as shown in the photos.



**Photo 2: View Looking East on Marri Road Duncraig**





**Photo 3: Alfresco Area in Use**

### **3.2 ACCESS ARRANGEMENTS**

There are no changes to the access arrangements proposed for the site.

### **3.3 TRAFFIC GENERATION**

Traffic generation is typically used to determine the volume of additional traffic generated by any development proposal in order to assess the impact on the surrounding road network e.g. intersection capacity or safety. In this instance the traffic generated by an increase of 20.34m<sup>2</sup> floor area is likely to have a negligible traffic impact and is therefore not addressed further here.

### **3.4 PARKING PROVISION**

#### ***3.4.1 On- Site Parking***

The site currently provides 13 parking bays for the commercial tenancies, and a further 20 bays for the use of the residential apartments. This parking reflects an approved six car parking bay shortfall for the site. If the use of the alfresco area is approved, under the current City parking policy a further 4 car parking bays would be required (that is 20.34 m<sup>2</sup> at 1 bay per 5m<sup>2</sup>). The car parking shortfall will increase to 10 bays for the site should this application be approved, with 43 bays required, and 33 bays available on site.

DVC has undertaken an assessment of the existing commercial parking at 34 Marri Road. After discussion with one of the City's officers, it was agreed that parking surveys could be undertaken on a Friday and Saturday morning to determine the utilisation of the car parking bays. Discussions with the consulting town planners and staff at the restaurant showed that the peak activity at the café occurred

between 8:00AM and 10:00AM on a weekday morning and between 8:30AM and 10:30AM on a weekend. Surveys were undertaken at these times on Friday 31 August and Saturday 1 September 2018. A regular beat of the commercial parking as well as the adjacent IGA supermarket parking was undertaken to determine the utilisation of the car parks.

Access to the basement parking at 34 Marri Road is secure so it was not possible to survey the residential bays. Also, only the Café and Travel Agent (Unit 21B) units were occupied at the time of the survey. In the survey the bays marked for Café use were surveyed separately to those marked for use by the other commercial units. During the surveys DVC observed that the two cars parked in the commercial bays appeared to have no business there. DVC confirmed that they were not Café staff cars and it seems that they were either taking advantage of the vacant tenancies or may possibly have an arrangement with the landlord.

The Friday survey results are shown graphically in **Table 3.1** for the commercial parking at 34 Marri Road. The table shows the length of time each individual vehicle was parked in the Café parking bays and in the commercial parking bays. The table also shows the accumulated parking for the parking area. It also shows the forecast accumulation when all the units are tenanted. We have assumed that each tenancy for Units 21A, 22, and 23 would have a car parked in the allocated space. The two illegally parked cars would not be there resulting in a forecast of net +1 car bay occupancy over those observed during the survey.

**Table 3.1** shows that between 8:45 and 9:15AM there was one spare parking bay while at all other times there were between 2 and 4 free bays. However, it should be noted that the alfresco area was being utilised by the Café so that the parking accumulation represents parking conditions under the proposed development application.

A similar survey was undertaken on Saturday between 8:30 AM and 10:30AM. It was observed that parking demand for the Café parking was lower than on a weekday. There were between 3 and 5 of the parking bays marked for Café use for the duration of the survey. One of the Travel Agency parking bays was occupied (the same car as parked during the Friday surveys) and during the course of the surveys, some of the other commercial bays were occupied. Given that some of the commercial units are currently not occupied it is difficult to say what the bays were used for. Of the total number of bays including the Café and other units (13), there were always between 6 and 8 spare parking bays available during the Saturday morning survey period.

It is clear from the survey of the on-site parking that the Friday morning period shows a higher parking demand. This is a mixture of long and short stay parking with some patrons staying for the duration of the 2-hour survey. Short term parking lasted between 5 and 15 minutes.

**Table 3.1: Friday Parking Survey Results**

<b>On-site Café Parking Utilisation</b>								
	8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00	9:00-9:15	9:15-9:30	9:30-9:45	9:45-10:00
Veh 1								
Veh 2								
Veh 3								
Veh 4								
Veh 5								
Veh 6								
Veh 7								
Veh 8								
Veh 9								
Veh 10								
Veh 11								
Veh 12								
Veh 13								
Veh 14								
<b>Café Accumulation</b>	7	6	7	7	7	6	5	5
<b>On-site 'Other' Commercial Unit Parking</b>								
Veh 15								
Veh 16								
Veh 17								
Veh 18								
Veh 19								
<b>Commercial Accumulation</b>	2	3	3	4	4	3	4	3
<b>Total Café and Commercial</b>	9	9	10	11	11	9	9	8
<b>Forecast Total (assume Fully Tenanted)</b>	10	10	11	12	12	10	10	9
<b>Available Bays*</b>	3	3	2	1	1	3	3	4

(\* Includes ACROD Bay)

There was a single period of 30 minutes between 8:45 and 9:15 AM on Friday when there was no available parking in the commercial parking bays except for the ACROD bay. During all other times surveyed there was always at least one spare bay in addition to the ACROD bay. We note that this parking demand reflects the Café operation with the alfresco area already in use. This indicates that the current parking supply of commercial on-site parking is adequate to cater for the additional alfresco use. This should be complemented by formalising the verge parking on Marri Road and Cassinia Road as discussed in the next section.



### ***3.4.2 On-street Parking***

Vehicles were observed parking on the north and south side verges of Marri Road adjacent the Café during both the Friday and Saturday surveys (see **Photos 4** and **5**). In general this tended to be short term (approximately 5 minutes) parking although one vehicle was observed to park for approximately 15 minutes on the northern side of Marri Road. Residents were also observed to park on the northern Marri Road verge.



**Photo 4: View Looking East Showing Verge Parking on Marri Road on Friday morning**

In addition, parking was observed on the verge on the eastern side of Cassinia Road during the Friday surveys. No parking was observed on the western side of Cassinia Road or on either side on Saturday. A maximum of 3 cars were observed parking adjacent to the site as shown in Photo 6 on Friday. The duration of stay of these cars tended to be longer with 3 vehicles observed staying over 45 minutes.



**Photo 5: View of Verge Parking on Cassinia Road on Friday morning**

Verge parking often occurs next to takeaway coffee venues as patrons elect not to use formal parking when collecting takeaway orders. In this case some slightly longer term parking was also observed using the verge parking. DVC has previously recommended constructing embayed parking on Marri Road and Cassinia Road to formalise the verge parking (see **Appendix A**). The benefit of embayed parking is that it satisfies the parking demand for the short stay car parking and prevents the need to erect signs or bollards and enforce no stopping zones adjacent to the site. In this instance it would also provide additional parking to meet the shortfall in supply on site and would help to satisfy local residents who have complained about verge parking, particularly along Cassinia Road. In addition, it would provide a safety benefit by discouraging drivers from parking too close to the intersection and possibly narrowing the roadway at the junction.

### ***3.4.3 IGA Parking***

The main IGA supermarket car parking areas were also monitored during the Friday and Saturday surveys. The surveys did not include the parking on the eastern side of IGA or adjacent to the Vintage Cellars liquor store. The observed car parks contain some 200 parking bays. On Friday during the surveys there was a minimum of 77 vacant car bays out of the 200 surveyed. On Saturday during the surveys there was a minimum of 49 vacant bays.

While it is not possible to determine for certain if Café patrons are utilising the IGA parking, there is some anecdotal evidence that this does occur. DVC is aware that a parking assessment has been undertaken for the IGA car parking in relation a proposed child care development in the south east corner of the site. This assessment also accounts for the future development of the property directly to the south of Lot 34 Marri Road (which is currently used for parking), and included a correction for seasonal growth. This parking assessment was carried out on Thursday 8<sup>th</sup> February 2018 and identified that during the peak demand (10:00AM to 11:00AM) there would still be a surplus of 5 parking bays.

It is worth noting that the Café alfresco area has been in operation since March 2017 (see Joondalup Council Minutes 26 June 2018). If Café patrons are using the IGA parking then they would have been included in the IGA parking assessment conducted in February 2018. The surplus of 5 parking bays will therefore be maintained if the Little H Café application is approved and patrons are using the IGA car park.

## **4. SUMMARY AND CONCLUSION**

Dynamic Planning and Developments has commissioned Donald Veal Consultants to prepare this Transport Impact Statement report to support its development application for alfresco dining at the Little H Café and Restaurant on Marri Road in Duncraig, Joondalup. The Café currently operates the alfresco dining and has done so since approximately March 2017.

The City of Joondalup has an Alfresco Activities Policy that ‘encourages alfresco activities within its district as a means of increasing vibrancy and choice for residents and visitors’.

We note that there is no requirement in the policy to provide additional parking as a result of alfresco activity. This application is essentially for alfresco dining as referred to in the City’s policy. The only difference is that the alfresco dining is within the lot boundary rather than within the verge or on land managed by the City.

Lot 34 Marri Road currently has an agreed shortfall of parking supply of 6 bays which could potentially increase to 10 bays if the alfresco dining is approved. There are 20 residential parking bays in a secure basement with no public access and a further 13 parking bays (including 1 ACROD bay, 7 marked for the use of the Café and 5 marked for the use of the commercial units) at the Marri Road level for the ground floor commercial units.

DVC undertook parking surveys on Friday 31st August between 8:00 and 10:00AM and on Saturday 1st September 2018 between 8:30 and 10:30 AM. These times were identified as the peak periods for the respective days for the Little H Café. Parking demand in the commercial bays was higher during the Friday surveys period. If the ACROD bay is included in the parking supply then there was at least one bay available at all times during the Friday survey period. If the ACROD bay is not included (as it has limited public access) then there is a period of only 30 minutes between 8:45 and 9:15 AM when there is no vacant parking in the commercial parking spaces. At all other times there are between 1 and 4 four vacant parking bays. This takes into account that three of the commercial units are unoccupied.

During the Saturday surveys there were always between 6 and 8 vacant parking bays during the Saturday morning survey period.

The northern verges of Marri Road are occasionally used for parking by Café patrons. In general these were used mainly by short stay parkers (approximately 5 minutes duration) and were presumably patrons ordering takeaway items. There was also verge parking on the eastern verge of Cassinia Road on Friday which was generally longer stay (greater than 15 minutes). There was no parking on Cassinia Road during the Saturday survey.

DVC has previously reviewed and recommended that embayed verge parking be constructed adjacent to the Café. We recommended that a single parking bay be provided on the southern side of Marri Road and a further 2 bays be provided on the eastern verge of Cassinia Road. In addition to these contributing to the shortfall of parking due to the alfresco area, they also formalise the parking adjacent to the site providing a safer environment.



There is anecdotal evidence that some Café patrons use the neighbouring IGA parking. A recent study of this parking identified that even with approved developments on the IGA site (residential and childcare developments), there will be a surplus of 5 bays at the weekday morning peak hour. By default this also takes into account any Café patrons (including alfresco users) parking there as the study was undertaken after the alfresco area started operation.

DVC observed a range of users at the Café, including families, friends, business men and women, cyclists and dog walkers. There appears to be a significant proportion of ‘walk in customers’ as evidenced by the cyclists and dog walkers at the Café during the parking surveys.

The surveys undertaken show that apart from a short period of 30 minutes on Friday morning, there is always vacant parking available in the commercial on-site parking bays. If this is complemented by providing 3 short-term embayed verge-parking bays on Marri Road and Cassinia Road then DVC considers that the existing parking is adequate to accommodate the alfresco activities at the Little H Café. This would also be in line with the City’s own Alfresco Activities Policy, which encourages increased vibrancy and choice for residents without requiring additional parking. We therefore support the application and recommend its approval, particularly if supported by the 3 additional bays.

## **APPENDIX A: MARRI ROAD PARKING LETTER**

Dynamic Planning & Developments  
Suite 15/29 Collier Road  
MORLEY  
WA 6062

19<sup>th</sup> June 2018

Attn.: Mr Edward O'Connell – Town Planner

Via email: [edward.oconnell@dynamicplanning.net.au](mailto:edward.oconnell@dynamicplanning.net.au)

Dear Edward,

### **34 Marri Road, Duncraig – Verge Parking**

As requested, DVC has investigated the issues regarding the provision of additional parking bays within the verge adjacent 34 Marri Road, Duncraig.

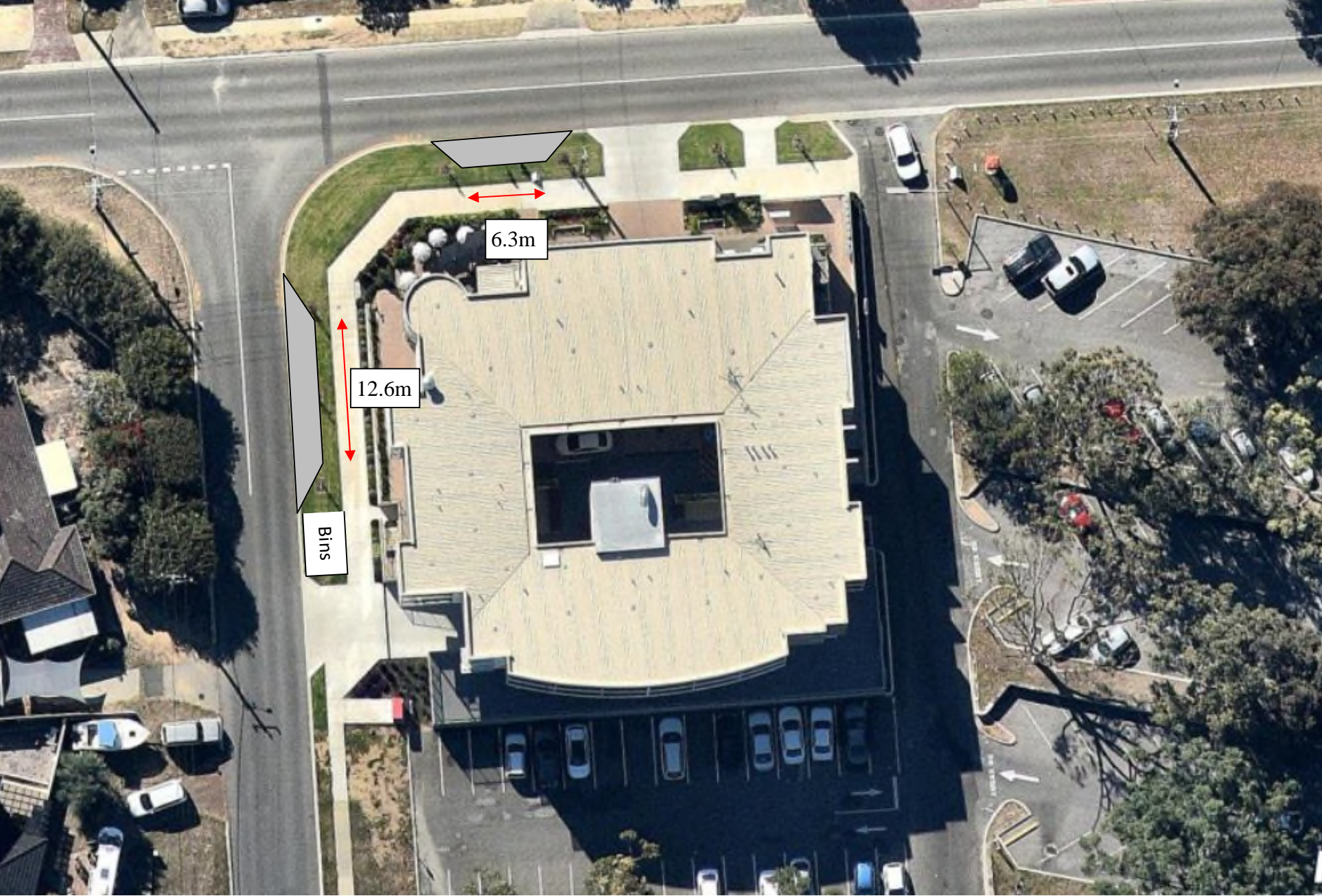
The initial proposal presented by Pritchard Francis showed 4 bays, two in the verge on Marri Road itself, with a further 2 bays in the verge of Cassinia Road.

Following discussions with Stevan Zecevic, Development Engineer with the City of Joondalup, we submitted a revised draft layout plan, (attached), removing the 4<sup>th</sup> bay, being the one on Marri Road, furthest from the Cassinia Road intersection. The reason for removing this bay, with which DVC agrees, was that it presented visibility issues for drivers exiting the site's main access, and to a lesser extent the side road to the IGA parking area. It would also have effectively meant removing the new pedestrian crossing of Marri Road, although that crossing currently has no continuation on the other side of the road, as it lies opposite a residential driveway.

The revised concept shows the dimensions of the proposed bays corrected to meet the relevant standards, but show them with optional tapers in order to facilitate entry and exit. The bays fit within the spaces between the newly planted trees, although root issues may still potentially necessitate relocation. The two bays in the Cassinia Road verge have been combined and this leaves space for bin location further along.

The response received from the City was that whilst they will support the two bays in the Cassinia Road Verge in principle, they will not support the one in Marri Road verge, on the basis that 'typically, verge parking embayments on Local Distributors or other High order roads are not supported. Given that Marri Road is classified as a Local Distributor under Main Roads, Road Hierarchy classifications, the City does not support verge parking within the Road Reserve'.



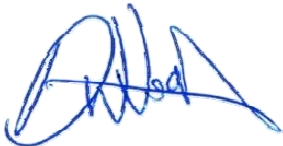


However, it is DVC's opinion that there is little basis for this position, either as a general policy, or as a specific decision in this case.

As a general policy, there are far too many examples where the City has already allowed verge parking on Local Distributors for there to be any issue regarding precedent, and the policy, such as it is, is clearly not being implemented to any tangible degree. In terms of this specific case, DVC does not see any safety or operational issues that would prevent the bay being implemented. It will not restrict visibility unduly, and can be readily accessed in forward gear if provided with the tapered ends. There should be no issues regarding driver confusion as to where a vehicle is intending to turn when indicating left, as there are several other left turns – the IGA parking access road, the site access and the intersection of Cassinia Road. Thus, following drivers will be aware that there is more than one possibility and slow down accordingly.

DVC therefore supports the implementation of the three verge parking bays as shown in the attached concept sketch, subject to detailed design being carried out to the City's requirements, including the availability of sufficient space for refuse bins in the verge on Cassinia Road.

Yours sincerely,



Donald Veal  
Director